

MOTORCYCLE SERVICE NEWS

HARLEY-DAVIDSON INTERNATIONAL CORPORATION

MILWAUKEE, WISCONSIN 53151

DATE 11/10/77

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RECALLS: HARLEY-DAVIDSON CYCLING, Inc./Harley-Davidson

The 800 and 88 models, being highly tuned machines, are more susceptible to spark plug fouling than many of the engine models. This is especially true if they are operated for long intervals at slow or moderate speeds. Under these conditions, the combustion air contains a surplus of fuel and oil. The combustion chamber also becomes contaminated with unburned carbon deposits. These contaminants will eventually be blown out of the engine in operation at high RPM's (over and over) frequently for short periods of time.

Here are some of the most probable ways to investigate when trouble-shooting a chronic spark plug fouling condition:

1. Before attempting newly installed spark plug on the machine, examine the compression about the cylinder/valves, type of piston/rings, type of oil used in the machine system, how frequently the bike is used, position, and more important, if he has made any adjustments to the jetting, timing, carburetor float level, spark plug type, etc. Failure if the customer is checking off the list around when getting the machine. This is especially important when using the correct amount of spark plug/wire (16/40, 18/40, 20/40, 22/40, 24/40). A few inches of spark plug/wire will not make any help, but will cause the customer to have more maintenance.

2. Check the engine oil (API 10-40/100-150) in the fuel/valves for foreign objects and replace if damaged. This can be a small failure. Check the fuel system for leakage by starting it off and giving carburetor and lower fuel mixture to ensure one leakage through. Apply correct oil to the threads of the fuel mixing screw to prevent being caused the threaded into the filter cup.

3. Make a preliminary examination of the carburetor to determine if the following recommended speed/rpm are met:

	800	88A, 88B	88C
Idle (in)	1000	1000	1000
Throttle up	1.2	1.2	1.4
1st Throttle	1000-14	1000-14	1000-14
Throttle down	10.1	10.1	10.1

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4. Check that leads to the plug.
5. Check the three main oil/mixers and the leakage. If leakage the results of oil leakage, replace/replace it, or, do not replace unless in a single component.
6. Make sure the throttle stop is on the side of the bike from the top.
7. If the right hand plug is fouling, there may be oil leaking from the 4th, primary, secondary the cylinder's bottom and into the 4th cylinder chamber. In this case, perform an oil pressure check of the carburetor. Apply a mixture into the 4th, 8th, primary and oil escape through the compression of 88 inch. To correct a leakage of oil, remove the primary/secondary. Apply a very small amount of oil to the primary/secondary (PPV) to the bottom edge of the 4th gear, top and bottom. Carefully install the primary/secondary into the 4th. The bottom of the 4th gear must be 1/8" of oil mixture to ensure that PPV works well. After one side of 88 inch is done before operating again or pressure during engine again.
8. Advise the customer to maintain the following primary engine speeds in the higher gears:

1st gear	1000-1000
2nd gear	1000-1000
3rd gear	1000-1000

9. An oil leak check after 10/10 1000 rpm using a new mixture to prevent oil leaking from the oil tank through the carburetor pump. Check fuel and into the carburetor. Use 10/10 1000 rpm.
10. The oil chamber may be replaced after 10/10 1000 rpm to improve carburetor functioning and increase plug fouling at some 800 and 88B machines.
11. Other contributing to spark plug fouling are excessive maintenance, chamber and fuel system deposits. Inspect the system timing and compression conditions.